

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (TANDRIDGE)



DATE: 22 SEPTEMBER 2017

LEAD OFFICER: REBECCA HARRISON, SAFER TRAVEL TEAM MANAGER

**SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS REPORT
 BURSTOW PRIMARY SCHOOL**

DIVISION: SMALLFIELD

SUMMARY OF ISSUE:

A petition was submitted to the Tandridge Local Committee on 9 December 2016 requesting an improvement to road safety on Wheelers Lane and Redehall Road, Smallfield following an accident which occurred outside of school hours. Since this petition was submitted, there has been a subsequent accident in May 2017 involving a child from Burstow Primary School, this has obviously renewed concerns surrounding road safety of the children attending Burstow Primary School. This report makes recommendations for highway improvements and road safety education and training activities to try to tackle the problems identified.

RECOMMENDATIONS:

The Tandridge Local Committee is asked to:

- (i) Note the contents of the report;
- (ii) Agree that the measures set out in paragraph 3.1 of this report be added to the list of possible future highway improvements in Tandridge for prioritisation and consideration for future Local Committee funding;
- (iii) Support the proposal that external funding may be sought for the proposed highway improvements, for example via a bid to Tandridge District Council for Community Infrastructure Levy funding; and;
- (iv) Agree that the Safer Travel Team work with Burstow Primary to take up more of the road safety education and training activities offered by the county council.

REASONS FOR RECOMMENDATIONS:

These proposed highway measures would help to reduce risk of collisions and improve the road environment to encourage more walking, cycling and scooting to school. The proposals would also help reduce congestion and driver frustration on Wheelers Lane. However the measures at this site would need to be prioritised alongside other schemes across Tandridge. The recommended school travel plan and road safety education improvements would also help to improve road safety and reduce reliance on the car for the school journey.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 Concerns have been expressed via a petition with 231 signatures submitted to the Local Committee on 9 December 2016 over the safety of children arriving and leaving Burstow Primary School. In particular the petition highlights concerns over dangers children face crossing Wheelers Lane and Redehall Road;

To consider a petition containing 231 signatures – by Mrs Catherine Coulson.

Following on from a recent accident outside Burstow Primary School in which a mum was knocked over. The School Run does at sometimes feel very daunting, the school has over 400 students that makes for a lot of precious lives to look after, getting to and from school. There are measures in place by the school which help but more needs to be done. Railings are needed that reach round the corner of the Wheelers Lane junction onto Redehall Road up to the Lollipop Lady. I also feel a Pedestrian Crossing at the Width Restriction in Wheelers Lane is essential especially as many parents and children visit the local shops after school. I passionately feel that road safety needs to be addressed, before someone else, possibly a child is hurt. School Runs are one of the busiest times of the days for parents and carers and it needs to be safe for all of us.

- 1.3 Since the above petition was submitted to the Local Committee there has been another collision which involved a young child from the school. A public meeting was held on the 17th of May which involved local residents and school community. A subsequent meeting was held with the Head Teacher on the 22nd May where feedback from this meeting was used to explore the various options recommended in section three below.
- 1.4 A series of site visits during school drop off and pick up times were conducted during May and June 2017 involving the county council's Road Safety Team, Safer Travel Team, Local Highway Engineers and Surrey Police. Road casualty data recorded by the police has been analysed to inform upon the extent and nature of the issues. The current provision of road safety education and the status of the school's travel plan has also been assessed.

2. ANALYSIS:

Site Description and Existing Infrastructure

- 2.1 Burstow Primary School teaches children from ages 4 to 11 (Reception to year 6). The school is a two-form entry school with over 400 pupils.
- 2.2 Burstow Primary School is located at a crossroads junction, with Redehall Road the main road running through Smallfield running north to south, Plough Road running west and Wheelers Lane running east. Burstow Primary School is accessed via Wheelers Lane.
- 2.3 There are currently two vehicular entrances to the school on Wheelers Lane, one is the main access to the staff car park. The other used to be used as a vehicle access

but is now only used as a pedestrian access. Therefore there is still a junction mouth at road level with footway and pedestrian guard railing on each side.

- 2.4 Wheelers Lane is a wide two lane single carriageway road. There is a 20 mph speed limit at the eastern end starting at a pinch point road narrowing and the remaining length of Wheelers Lane has a 30mph limit. This means that one school entrance is within a 20 mph limit, whereas the other is within a 30 mph limit. There are “School Keep Clear” zig-zag carriageway markings on Wheelers Lane outside the school entrances to deter vehicles from stopping during pick up and drop off times.
- 2.5 There are double yellow line parking restrictions to the east of the school from the end of the “School Keep Clear” zig-zag markings to the junction with Redehall Road. It should be noted that double yellow lines prevent waiting or parking during the times of operation, but loading and unloading (including passengers) is still allowed.
- 2.6 On Wheelers Lane there is a priority give-way pinch point which restricts the carriageway width to a single lane. However vehicles park near to the build out restricting the view of pedestrians when crossing, as shown in Figure 1 below.

Figure 1: Wheelers Lane priority give way pinch point looking east



Redehall Road

- 2.7 There is currently a 20mph zone on Redehall Road and a section of Wheelers Lane. This is supported with traffic calming in the form of a raised table at the crossroads junction, speed cushions on Redehall Road on the approaches to the school and a priority give-way pinch point on Wheelers Lane outside the school (as outlined in para.2.6).
- 2.8 There is a School Crossing Patrol on Redehall Road just north of the junction with Wheelers Lane. The patrol officer also helps people to cross Plough Road.

Figure 2: Redehall Road looking south (The School Crossing Patrol operates from the tactile paving)



Analysis of Road Collision Data

- 2.9 The county council's database of personal injury collisions recorded by the police has been checked and Table 1 below summarises the data.

Table 1: Personal injury collisions on Wheelers Lane, Redehall Road and Plough Lane near Burstow School

Year	Fatal	Serious	Slight	Total
2013	0	0	1	1
2014	0	0	0	0
2015	0	0	0	0
2016	0	1	0	1
2017 (to end of May)	0	1	0	1
Total	0	2	1	3

- 2.10 This shows that since 2013 there have been three collisions resulting in two serious injuries and one slight injury on the roads in the vicinity of the school. These took place between 15:00 and 16:00 during term times. Although any one collision resulting in road casualties is one too many, the collision history near the school does not represent a concentrated pattern of collisions compared with many other sites across Surrey. (The location and summary information on road collisions can be viewed on www.crashmap.co.uk). However the fear of poor road safety can deter people from walking, scooting and cycling.

Road User Behaviour Site Observations

- 2.11 Several site visits involving county council Highway Engineers, Road Safety Team, Safer Travel Team and Police colleagues were undertaken during the period of February 2016 – June 2017. These include morning and afternoons on different days of the week. The following observations were made:
- A large proportion of parents and pupils parked outside the shops on Redehall Road and crossed Redehall Road away from the existing School Crossing Patrol, on occasion crossing between parked cars.
 - A number of drivers, including those using the local shops and parents dropping children off at the school, parked on the existing double yellow lines at the crossroads. A number of these drivers also carried out three point turns in Wheelers Lane outside the school.

- A number of parents and pupils did not use the priority give-way pinch point to cross Wheelers Lane, instead choosing to cross closer to the crossroads junction with Redehall Road.
- Due to the existing traffic calming and congestion during the school peak time vehicle speeds are reduced.
- A large number of vehicles, including HGVs turn right out of Plough Lane on to Redehall Road during the school peak.
- A number of people were observed walking in the road the wrong side of the guard railing to the east of the school entrance as the pavement was very narrow, and this was exacerbated by a hedge encroaching into the footway.
- A number of parents were observed parking on the double yellow lines at the junction with Redehall Road. It was noted during subsequent visits that this had reduced and this was thought to be due to several visits by the local parking enforcement team.
- A large number of parents used the Centenary Hall car park.

3. OPTIONS:

- 3.1 The following highway measures are proposed to improve the pedestrian, cycling and scooting facilities. Making these modes more attractive and feel safer may help reduce reliance on the car for school journeys and reduce congestion in the vicinity of the schools.

Proposal	Rationale
Relocate the existing 20mph threshold on Wheelers Lane to a position further to the west.	Extending the 20mph would ensure that both school entrances and the Centenary Hall car park would be within the 20 mph limit. The extended 20 mph speed limit would help encourage slower speeds in the immediate vicinity of the school to support more walking, scooting and cycling. Surrey police have been consulted and support this proposal.
Estimated Cost: £5,000	
<p>Upgrade and enlarge the existing priority give way pinch point crossing location on Wheelers Lane to include a raised road table and kerb realignment on the northern side of the road. The kerb realignment would include the provision of a footway across the eastern school entrance which is no longer used by vehicles. The kerb realignment could also be adjusted on the western side to provide an improved footway and parking bay layout.</p> <p>Review of existing parking control measures in the vicinity of the school.</p>	<p>Providing a raised road table would further reduce speeds along Wheelers Lane and would enhance the safety and attractiveness of the crossing point. The kerb realignment would provide additional space to support pedestrian access to the school and rationalise the parking arrangements.</p> <p>Please see the photograph example in Figure 3 of Loseley Field School in Farncombe, Waverley, which provides an indication of the type of arrangement that could be possible at Burstow.</p> <p>The parking controls should also be reviewed ensure good visibility for pedestrians and reduce congestion in the vicinity of the school alongside the changes to the kerb lines.</p>
Estimated Cost:£100,000	

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- 3.2 Consideration was given to the possibility of implementing a 20 mph limit throughout the whole length of Wheelers Lane. A one week speed survey was carried out near the junction with William Gardens during July 2017 and this showed that the average speed was 27.7 mph in both eastbound and westbound directions. National guidance and Surrey County Council's policy highlights that a new 20 mph speed limit is unlikely to be successful in reducing speeds very much if the existing speeds are greater than 24mph. Therefore a 20 mph speed limit along the whole length of Wheelers Lane would not be viable unless additional supporting traffic calming was introduced. For this reason it is proposed that the 20 mph speed limit be extended as far as to include the entrance to the Centenary Hall car park, but not along the whole of Wheelers Lane.

Figure 3: Example of priority give way pinch point at Loseley Fields School, Godalming. The pinch point at Burstow School could be enhanced to be similar to this.



Road Safety Education and Training

- 3.3 Surrey County Council's "Road Safety Outside Schools" policy highlights that road safety education and training for children is just as important as the infrastructure outside schools. The county council's Safer Travel team provide a range of resources for schools to use. A meeting between an officer from the county council's Safer Travel Team and the Primary school took place 22nd May 2017. Consequently the following opportunities to take up more of the resources offered by the county council Safer Travel Team were identified, summarised below:

- **School Travel Plan:** Burstow Primary School has an updated travel plan which was submitted as part of a planning application to expand the pupil numbers in the school. This travel plan will be monitored by the Safer Travel Team for the next three years.
- **Eco-Schools:** Eco-Schools is an international award programme that guides schools on their sustainable journey, providing a framework to help embed these principles into the heart of school life. Within the programme schools are encouraged to promote more sustainable modes of travel. Burstow are already taking part in this initiative.
- **Pedestrian Training:** The county council offer resources to schools and training of their Teaching Assistants to deliver pedestrian awareness skills to years 1 and 3. Following the visit the Teaching Assistants have been trained by the County

Council's Safer Travel team, and it is expected that the school will now be able to offer pedestrian training to their pupils.

- **Pedals:** The county council offer cycle training for year 2 pupils called "Pedals". Pupils can take part on balance bikes and scooters if they are not yet confident on a pedal bicycle. As well as practicing to control their bicycle or scooter, the training also improves general awareness of road safety, for example stopping at the kerb before crossing. It is recommended that the Primary School start offering the Pedals course to pupils.
- **Bikeability:** The county council provide cycle training for Year 5 and 6 called Bikeability Level 1 and 2. It is recommended that the Primary School start offering Bikeability to their pupils.
- **Park SMART.** A Park SMART initiative could be considered if anti-social parking persists. The initiative involves pupils accompanied by a local police officer outside the school to provide leaflets and advice to any parents who are observed parking inconsiderately. It is recommended that the school could consider undertaking Park SMART if necessary.

4. CONSULTATIONS:

- 4.1 Site visits have been undertaken during May and June which has included Police colleagues, Local Highway Engineers, Road Safety Team and Sustainable Travel Team. The Divisional member and Schools Leadership Teams have been consulted as part of this process and the School has been informed of the final proposed options.
- 4.2 Surrey Police Road Safety and Traffic Management Team have been consulted and are supportive of the proposal for the change to the position of the 20 mph speed limit signing.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is no funding available to progress the engineering options set out in section 3 of this report in this financial year. The proposals will be added to the list of possible future highway improvement schemes for prioritisation alongside other requests for schemes within Tandridge. This will take into account the likely effect of the proposals on congestion, accessibility, safety, environment and economy (CASEE).
- 5.2 The current level of funding available to the Local Committee is insufficient to fund all the options presented in section 3 of this report. Subject to Local Committee approval and the allocation of funding, the proposed amendment to the speed limit could be progressed in the shorter term. Alternative sources of funding could be sought for the more substantial changes to the priority give way pinch point and kerb line in the longer term. This could include a bid to the Tandridge District Council Community Infrastructure Levy fund.
- 5.3 Any recommended school travel plan and road safety education activities could be delivered using existing staff resources.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's "Road Safety Outside Schools" Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which takes into account the needs of all road users including those with mobility impairment. The

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proposals presented here would create a positive improvement for people with mobility impairment.

7. LOCALISM:

- 7.1 The proposals presented here have been developed following consultation with the school community and Divisional Member. If implemented they would improve road safety and encourage more walking, cycling and scooting to school and would help reduce car journeys, anti-social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	Set out below.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	Set out below.

8.1 Crime and Disorder implications

The proposals would contribute to reduce anti-social driving offences. They would also help to reduce anti-social parking and potential confrontations between parents other road users and residents.

8.2 Sustainability implications

The proposals would reduce fear of road danger and encourage more sustainable modes of travel. This would result in fewer carbon emissions and less air pollution.

8.3 Public Health implications

As well as reducing the risk of road collisions the proposals would support active travel which improves the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed by residents through a petition over the safety of children arriving and leaving Burstow Primary School. Investigation has been undertaken in accordance with the county council's "Road Safety Outside Schools" policy. This has included assessment of the history of road collisions, site observations and assessment of the school travel plan and road safety education activities delivered by the schools.
- 9.2 Burstow Primary School already undertake some road safety education and training activities. The schools will be supported by the county council's Safer Travel Team to maintain these and to update their School Travel Plans.
- 9.3 It is recommended that the wider highway measures described within this report are added to the list of possible future highway schemes for Tandridge and prioritised using CASEE. The Local Committee will then decide whether to allocate funding from their future annual budget for highway improvements. Opportunities will also be sought to

identify external funding, e.g. by making a bid to Tandridge District Council for Community Infrastructure Levy funds.

The Tandridge Local Committee is asked to:

- i) Note the contents of the report;
- ii) Agree that the measures set out in paragraph 3.1 of this report be added to the list of possible future highway improvements in Tandridge for prioritisation and consideration for future Local Committee funding;
- iii) Support the proposal that external funding may be sought for the proposed highway improvements, for example via a bid to Tandridge District Council for Community Infrastructure Levy funding; and;
- iv) Agree that the Safer Travel Team work with Burstow Primary to take up more of the road safety education and training activities offered by the county council.

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will work with the school to introduce the recommended additional sustainable travel and road safety education activities.
- 10.2 The local Area Highways Team will add the proposals to the list of possible schemes for prioritisation and possible future Local Committee funding. It may also be possible to seek external funding to cover part or all of the cost of the works, for example through a bid to Tandridge District Council for Community Infrastructure Levy funding.

Rebecca Harrison	Safer Travel Team Manager 01483 517515
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Duncan Knox	Road Safety Manager 0208 5417443
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Consulted:

Surrey Police
Divisional Members
School Leadership Teams

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